

MOTOR RACING

and
ECONOMY CAR NEWS

Vol. 4--No. 21 --- Culver City, Calif.

AUG. 7-14, 1959

(Published Bi-Weekly except last issue of Calendar Year)

15¢ Cheap

Gurney, Hill Follow Brooks in German GP



SOUTHERN CALIFORNIANS Dan Gurney, left, and Phil Hill flank Britain's Tony Brooks, winner in a Ferrari of the Germany Grand Prix at AVUS course in West Berlin. Gurney, of Riverside, was second two-heat aggregate time of 2:10:33.5. Hill, Santa Monica, was third with 2:10:36.4. They also drove Ferraris. Other photos on back cover (MOTORACING photo by Henry N. Manney III)

Behra Killed in Germany Crash

BERLIN, Aug. 1—Jean Behra, France's champion race driver, was killed after his sports car skidded on a wet track, hurtled into a flag pole, was cut in two by the impact and then burned.

Behra, winner of the 12-hour endurance test at Sebring, Fla., in 1957, was competing in the Berlin sports car Grand Prix.

The accident occurred in the north curve of the Berlin AVUS track during a rain-storm. Behra, who was 38, was driving a Porsche.

The north curve is stone-paved and nearly perpendicular. The event, a 25-lap affair over the 8.3 kilometer (5.1 miles) course was won by Wolfgang von Trips of Germany, who traveled the 125.5 miles in 1 hour 3 minutes 32.5 seconds.

In addition to his victory in the 1957 Sebring race, in which he was a co-driver with Argentina's famed Juan Manuel Fangio, he was second there this spring with Cliff Allison of England.

His last victory was in the 200-mile International Grand Prix at Aintree, England, April 18.

In May of 1957, Behra was injured while testing a car for the Mille Miglia in Italy but recovered and was driving again within a month.

He was one of the world's three or four top Grand Prix drivers following the retirement of Fangio, world champion for many years.

Behra was the third inter-

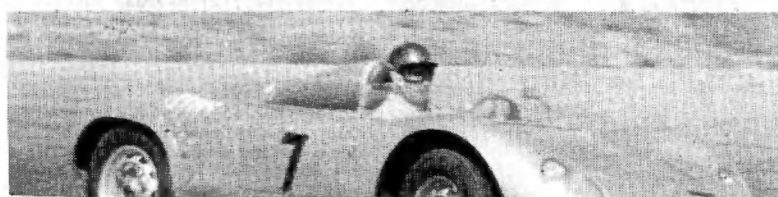
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JEAN BEHRA---Southern Californians saw the late French champion in action last October at Riverside. In lower photo he drives the Porsche RSK in which he took 4th overall, ahead of much bigger machinery. (MOTORACING photos)

nationally prominent sports car driver to be killed within a year. Peter Collins, another top English

driver, died in a race last summer.

Behra first gained international

attention when he won the first leg of the 1934-mile road race from Oaxaca, Mexico, to the U.S. border in 1952. He wrecked his car in a subsequent leg of the race but was not seriously injured.

Fiat-Abarth Wins 8-Hour Little LeMans

LIME ROCK, Conn., Aug. 15 --The 8-hour Little LeMans endurance for economy cars was won here today by a Fiat-Abarth driven by the team of Callanan-Penske. They completed 334 laps over the 1.5-mile course.

Another Fiat-Abarth (Cuomo-Richards) was second, 325 laps, followed by the Chirity-Cronkite Volvo, 317 laps. The next five places were taken by SAABs. Twenty-six of the 34 cars finished.

In the News

Cooper leads for the sports car manufacturers' championship with 29 points, followed by Ferrari, 24; BRM, 16; Lotus, 13.

LA SCCA stages a Coast championship race program at Del Mar, Sept. 19-20.

Jack McAfee drives new Porsche RSK for John von Neumann in Cal Club races at Santa Barbara, Sept. 5-6.

(Continued on Page 6)

German GP Captured By Brooks

BY HENRY N. MANNEY III
Motoracing Staff Writer

BERLIN, Aug. 2—Tony Brooks of England won the Grand Prix of Germany in a Ferrari here today. The race, for some inscrutable reason known only to the A.v.D., was held on the extremely fast Avus circuit. While there had been some very quick races here, both before and since the war, this is the first time that the National Grand Prix has been held at the Berlin venue; not totally surprising as the track consists of some four kilometers of divided freeway with a high-banked turn at one end and a wide place in the road at the other. The whole adds up to 8.3 kilometers, 97% flat out.

While not terribly interesting, the race looked like being a good fast one, even if a Ferrari benefit, the nature of the course suiting their peculiar Italian-style torque curves while overlooking such trifling matters as roadholding.

Practice proved this to be so, although the Coopers were going faster than they have any right to. A pall, however, was cast over the festive proceedings by the death of Jean Behra, who spun his Porsche high on the north banking during a sports car race yesterday, was flung out, and broke his back on one of the flagpoles which line the top.

Porsches Out

Race day dawned drizzly, (Continued on Page 7)

McAfee Winner at San Luis Obispo

SAN LUIS OBISPO, Calif., Aug. 9—Sponsored by the lively El Camino Foreign Car Club and drawing 170 cars to the 1.5-mile county airport course here, a successful series of seven races were held here before some 5000 fans.

The feature for E, F, G and H modifieds was won by Jack McAfee, driving John von Neumann's new Porsche RSK. Second overall and also in class E was D. D. Michelmore, Porsche RS. Art Snyder, Lotus, was third overall and G winner.

Other class winners: F, William Merland, Porsche Spl.; H, Harry Jones, Lotus-Crosley.

Other race and class winners: Lew Spencer, AC Bristol; Jerry Tutt, Austin Healey; John Michelmore, Porsche Carrera GT; John Lyon, 300SL Cpe; Ron O'Dell, Porsche Carrera; Dave Jordan, Porsche Speedster; Mario Rizzoli, Volvo; John English, Alfa Spyder; David Rosefield, AH Sprite; Barbara Windhorst, AC Bristol.

Injuries in a race at Clermont-Ferrand took the life of famed British driver Ivor Bueb.

Standings of Drivers

Following are standings for world's F1 driving championship:

Jack Brabham, Cooper	27
Tony Brooks, Ferrari	23
Phil Hill, Ferrari	13
Joakim Bonnier, BRM	10
Maurice Trintignant, Cooper ..	9
Stirling Moss, BRM, Cooper ..	8.5
Bruce McLaren, Cooper	8.5
Dan Gurney, Ferrari	6
Masten Gregory, Cooper	4
Innes Ireland, Lotus-Climax ..	3
Harry Schell, BRM	3
Jean Behra, Ferrari	2

USAC STANDINGS

1. August Pabst, Milwaukee	1255
2. Jim Jeffords, Milwaukee	1170
3. Lloyd Ruby, Houston	1101
4. Art Bunker, Kansas City	1012
5. Loyal Katskee, Omaha	912
6. Bob Said, Miami	835
7. Jean Behra, France	800
8. Cliff Allison, England	800
9. Bob Holbert, Warren, Pa.	780
10. Ken Miles, Hollywood	760

Vignettes
By Gus V. Vignolle

All Poor Behra Wanted Was Just to Win

"A guy without principles never gets in anybody's hair."
---XAVIER YANCEE.

JEAN BEHRA was a fighter. He had a lot of moxie. He didn't take guff from anybody and he was open and above-board. That is why he was a favorite of this observer.

He wasn't like the many whining, fence-straddling Casper Milquetoasts you find in this dodge.

I knew about Behra's recent big beef with Ferrari. I knew that after Reims he had even come to blows with TAVONI, the Ferrari team manager.

But I held the story out to give in, partially, to the Laughing Academy claque that claims I just like to stir up a mess.

Well, poor Jean Behra is gone now, so I can tell you a (Continued on Page 3)

Achievement Award to MOTORACING

Bill Loadvine, genial host at the Motor Sport Bar, has chosen Gus Vignolle, editor and publisher of MOTORACING, as the next recipient of his Achievement Award.

Intended as an incentive toward the advancement of motor sports, the award has previously been made to Richie Ginther, Josie von Neumann and Eleanor von Neumann. MOTORACING's editor and publisher is the first journalist to receive this distinction.

Host Loadvine will make the award at his bi-weekly Celebrity Night, Wednesday, Aug. 19.

Everyone is invited to the gala event for an interesting evening



RICHIE GINTHER, left, receives Achievement Award plaque from Bill Loadvine at new Motor Sport Bar. Other photo, Page 5. (Photo by Lester Nehamkin)

and to meet the people who are prominent in motor sports.

The Motor Sport Bar is located at 16148 Ventura Blvd. in Encino, Calif.

HOW CRAZY CAN YOU GET DEPT.

"...Holbert and Sessler, the two leading small-car drivers of the nation, had a battle all the way..."---Frank M. Blunk, in NY Times, Aug. 10, 1959.

* * *

(Free one-year subscription to MOTORACING to sender of each item printed under this heading. Send original clipping with each entry. Winner this issue: O.J.T., Ocean Park, Calif.)

DeLoofs Score in SCCA Natl. Rally

BY DUANE SPARKS

The Los Angeles region of SCCA last week-end presented its EL CAMINO REAL navigational rally, a national event. Under the able direction of perfectionist rallymaster Joe Bechtel, the two-day, 580-mile deluxe tour of the more scenic areas of Southern California was won by those front-running contenders for national honors, Mel and Juanita DeLoof of Manhattan Beach with a total error for the entire course of only 56 seconds.

Having placed well up in the previous two national championship rallies in which he has competed, Mel is now in a most enviable position for the current year. Their car was a Jaguar XK 140. Following on the heels of the Bechtels' accomplishment last year, when they captured top spot nationally, this is certainly a feather in the cap of those who proclaim far and wide concerning the abilities of our local rallyists.

W. E. "Slim" Larned and Art Knox placed second with a 71-second error in a Corvette. Enid and Clarence Wetherill, San Diego, were third with a 133-second error. The Wetherills drove an Austin-Healey 100-6.

(Continued on Page 6)

Constantine Wins in NY

MONTGOMERY, N. Y., Aug. 9—George Constantine, Southbridge, Mass., averaged 76.9 mph in his Aston Martin to win an SCCA national race here today. It was a 50-lap race over a 1.85-mile course.

He was followed by: 2. Walt Hansgen, Lister-Jag; 3. Bob Holbert, Porsche RSK; 4. Don Sessler, Porsche RSK; 5. Denise McCluggage, Porsche RS. Class winners: C, Constantine; D, Alan Connell, 3.0 Ferrari; E, Seymour Kaback, Lotus XV; F, Holbert.

Fred Windridge, Lister-Corvette, led for 20 laps, but went out with clutch trouble. Hansgen dropped out on the same tour, but took over teammate Phil Forno's Lister-Jag and boomed back to second place.

Jim Jeffords' Chevy-Scarab did not arrive in time for the race. He took 4th with a Corvette in the 2nd race, won by Bob Grossman, Ferrari 250.

Other overall victors: Frank Baptista, Elva Mk. IV, and Norman Webb, Alfa Romeo.



CAR THAT won LA SCCA El Camino Real national rally was this Jaguar XK 140. Winning combo was Mel and Juanita De Loof. Other photo, Page 6. (Photo by Sam Caldwell)

LETTERS TO EDITOR

NEW DENVER COURSE

It was very nice of you to take of your valuable time to write us the congratulatory note both on our track and our highly regarded general manager, Ray Lavelly.

We have been very gratified by like expressions from around the country and you too are to be congratulated on the very fine professional paper which you publish. I have been a subscriber for some time as well as the company, and in fact bought a subscription as a gift for my friend in Mississippi . . .

S. R. LANGSAM
President
Continental Divide Raceways
Denver 4

'WONDERFUL AID'

Enclosed you will find a check in the amount of \$3 to cover one (1) year's subscription of MOTORACING.

I would like to express at this time what a wonderful aid the paper is in following all racing events throughout the country. Please continue with your fine job.

DAVID E. MERCER
Albuquerque, N. M.

THE LOUSY COPS

. . . At Reims a couple of cops had cameras, and there were a couple of French photos there. Big pushing around act and everybody getting jiggled every time they got set to take a picture, etc. Then after the race is almost over they come around, all smiles, to get the right light meter reading, etc. So I gave them the wrong one naturally, boy.

NAME WITHHELD BY REQUEST
Liverpool, England

EAST RACING LAGS

I have been reading your fine publication for some time, and when the introductory offer turned up I decided it was time to sign up. I am particularly interested in West Coast racing because I think it is, in general, better than racing here in the east. The photographic coverage of races is excellent and I hope you keep it up. "One picture is worth a thousand words," so they say.

I will continue to hope for better racing in the big events here; for instance, a big Ferrari or special that will run at or near the front of the pack rather than behind the Listers and Porsches.

L. MICHAEL SOLNICK
New York 52, N. Y.

BLAST AT REIMS

. . . I am going to land in the jug if there is another race such as the French Grand Prix at Reims. But it is always bad there. Beats me; here the champagne people give out vast quantities of the bubbly stuff to sweeten everybody up, and yet they let the race organizers undo all their good publicity. And, too, Reims is a dirty word with the photographers. Neagh.

Aside from that, I am going crazy.

AL MORRANAS
Avignon, France

NEW COURSE LAUDED

. . . This Continental Divide Raceways is absolutely terrific. . . You just gotta see the view from the spectator area to believe it. . . Try to get over. . .

RAY LAVELLY
Denver 4

BOY, 13, WRITES

The race coverage in your news-paper is excellent, but in some of the columns there are a few errors. I noticed one in "Pittsville", by Marie Dixon. It was the incident in which Skip Conklin was involved. To begin with, it did not happen in the esses, it happened on turn 7. Skip was chasing Jeffords and his rear-end broke loose and dug into the soft dirt on the outside of the turn. The beginning of it was captured on the film of my Father's camera, but for some reason he took it off the action. Skip's seat came out with him and it was spinning around on the ground. When it stopped, he got up and wobbled over and fell on the ground, obviously somewhat dazed. The Corvette, as you stated, was pretty well torn up.

Keep up the good work.

ROBERT FALLER, 13
Woodland Hills, Calif.

PLEASE KEEP 'EM SHORT
MOTORACING welcomes communications from readers. The briefer they are, the better is their prospect of publication. All are subject to condensation. We assume no responsibility for statements in letters.

West Coast Standings

Although points were awarded for the top five places in the recent SCCA Seafair races at Shelton, Wash., the changes in point standings were deemed insufficient to warrant their inclusion in this issue.

Points will NOT be awarded for the San Luis Obispo races which excluded senior drivers, and all points earned in the senior races will be awarded on a reduced basis due to the low number of senior drivers participating in that event.

This practice is in keeping with my long-standing policy of maintaining a high standard of point awards to prevent unfair distortions due to high finishing positions in races in which the competition does not measure up to what might be considered as a "normal" race entry for Southern California events. --- ERIC HAUSER.



BOP TOP—Coed Pat Steck finds hole in the roof of her Renault Dauphine useful in transporting her bass fiddle as she heads for summer-time jam session. Sliding sun-roof makes it possible for fiddle to fit.

'IS IT CLIQUES?'

Re MOTORACING of July 10-17: Feature preference -- Vignettes, Tom Wilson, feature articles, state & USA sports car races, racing charts, cartoons, Economy Car Trends & the balance of the others at various times as you see fit.

Comment on Vignettes, especially Pete Lovely's letter: the letter is excellent except for the last sentence in the next-to-last paragraph. Some of the people mentioned don't handle the "flags" they use at races & practice in accordance with this statement. Favoritism (or is it cliques?) could be their reason.

ANDY NIELSEN
San Francisco 15, Calif.

PREFERS OLD DAYS

As requested, I am returning the clipping from MOTORACING, indicating my preferences in your fine paper. Personally, I preferred the paper as it first appeared several years ago. Best of Luck always.

DAVID STEARNS
Berkeley, Calif.

TOP PHOTO COVERAGE

Your recent photo coverage and "Pittsville" features are certainly excellent and I hope they will be continued.

STEPHEN O. BALLINGER
Los Angeles 49

IT'S GOOD - BUT

Your paper, MOTORACING, is a very good paper. I've been reading it for about two years now and I find only one fault with it. It's too much like a jigsaw puzzle. You have too many continuations. Some articles have been printed on as many as three or four different pages, and it's just too darn hard to try to follow.

VERN HARTFORD
Browning, Mont.

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MODEL JERRI RAY poses with the new Toyopet sedan, subject of a thumbnail roadtest that follows below.

Thumbnail Roadtest

TOYOPET PROVES A WELL-BUILT FAMILY CAR

BY JAMES E. POTTER

Close examination of the Japanese-manufactured Toyopet four-door sedan, furnished to MOTORACING for a road test by the Los Angeles distributor, revealed that here's a family machine that is extremely well built, and there's a considerable emphasis on clever and handy little details.

handles on all doors, and good rear seat armrests. There's a warning light on the dash which indicates a partially closed door, a good safety feature.

Practical Details

For instance, husky pushbutton door handles operate the doors and there are outside locks on the two at the front. The left tail-light swings out to form a gas filler hatch, which has an unobtrusive lock; the gas filler cap, made of plastic, has a heavy Nylon cord attached to it to keep it from getting lost.

From the driver's standpoint, the front seat is comfortably high. The fore and aft adjustment is spring loaded and exceptionally easy to operate -- a touch on the release and the seat can be guided into position without juggling. The instruments and controls, grouped in front of the driver, are quite legible and include a slide-tail speedometer, fuel gauge and clock. There's a cane-type emergency brake handle to the left of the steering column, and the hood latch release, on the right side of the cockpit, is handier for the passenger than the driver.

It's Comfortable

The compact Toyopet is a comfortable car, with room for three in front if necessary despite the lesser seat width than the ordinary American-built vehicle. Rear seat legroom, though restricted with the front seat in the full aft position, is adequate because of the wise provision for good toe room under the front seat.

Other features contributing to passenger comfort include a big cowl vent which gulps plenty of air, padded grab

Under the hood is a further evidence of quality and practical details. Fuel system troubles will be easy to locate because of the transparent plastic cover on the carburetor float chamber. Electrical system difficulties will also be more easily traced because all wiring in the Toyopet is color coded. Translucent plastic reservoirs for the brake master cylinder and the hydraulically actuated clutch make low fluid levels evident at a glance. All service and adjustment points in the engine compartment are unusually accessible. Other helps under the hood are a light and two receptacles for trouble lamps.

The engine itself is a four-cylinder, 65-bhp powerplant that does a good job in giving fairly lively performance (up to 45 mph in 14.7 seconds) and good fuel economy (23 to 29 miles per gallon under various driving conditions).

Sturdy Shift

Driving the Toyopet is a pleasurable experience. The column shift is sturdy and positive. The steering is light but not over-sensitive and there's enough understeer to give the driver a sense of positive control at all times. Hard braking from high speeds brings the car to a stop in a straight line. The ride, a little on the firm side, is good.

The Toyopet should satisfy anyone looking for a compact family machine that incorporates quality workmanship, good fuel economy, nice styling and better-than-average conveniences.

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Vignettes

By Gus V. Vignolle
SAD STORY BEHIND
THE LATE JEAN BEHRA

(Continued from Page 1)

few things. The French champion went like the Italian champion, Luigi Musso, and many more since then.

I had written HENRY MANNEY in Switzerland to check on the Ferrari row yarn, so I am indebted to our far-flung correspondent for much of what follows on this plucky pilot who first interested me when I saw him win with FANGIO in the big Maser at Sebring in 1957.

Lose Top Pilots

You don't have to be a mental giant to realize that Ferrari was in bad shape for drivers after losing CASTELLOTTI, DE PORTAGO, MUSSO, COLLINS and HAWTHORN.

Maranello was lucky to land Behra this year, and he deserved to be considered numero uno for Enzo's scuderia. But Jean felt they weren't giving him a good car and that, generally, he was getting the equivalent of a pushing-around.

He said as much to the French press—and that blew the lid off. The beef with Tavoni followed, whereupon Ferrari canned him or he quit, knowing he was going to be.

Manney says poignantly, "It was all very sad because all the man wanted was to win."

Jean Behra was French motorcycle champion before he went to Gordinis, and he always drove very hard. He won a lot of races, but peculiarly enough had a lot of mechanical derangements. Successful motorcycling types generally have an ear for funny noises from the basement.

He also had more than his share of shocking accidents, among them scraping his ear off along the bank in one of the Irish TTs (for which he had his famous plastic ears, one for winter and one for summer). According to one of his teammates who had roomed with him, Behra did not have a square inch of his body unmarked.

It has been said that part of this was because he was a top-flight second-rate driver although he thought he was a first-rate one. In some quarters he was immensely unpopular; they said he was arrogant and a prima donna.

Shocking Luck

Yet Manney observes that up until a year or so ago, Jean Behra remained the only driver who ever offered to pay him for a photograph he gave him.

The tough thing, of course, was that he had really shocking luck on top of everything else, and no one will ever figure out whether the bad luck came because he pushed too hard or vice versa.

The story of the last two years also is very sad. After playing the No. 2 violin to MOSS and FANGIO on the Maserati team, he finally thought he had it made when he went as No. 1 with BRM, but the psychological ins-and-outs of the BOURNE management, and tieups with existing suppliers (like the Lockheed brake people) produced one fiasco after another.

Jeannot took to bringing his car in when he was passed by a car he considered beneath his dignity (Lotus, for instance), or the

brakes started to feel wonky (a Manney word).

So this year he signed up with Ferrari as related. Although he is now second to BRABHAM in the world's driving championship standings, BROOKS was regarded essentially as an amateur. And HILL, however good, is not yet the type to be a team leader.

Well, the cars were pigs, with lousy torque characteristics and worse handling. At Monaco, Behra blew the thing sky high after being passed by Moss. At Zandvoort, he made himself immensely unpopular by balking all and sundry; then he saw the BRM win in the hands of what he must have reckoned a Johnny-come-lately amateur like BONNIER. At Nurburgring, he was beaten by Moss, of course, and faulty team tactics and an unenthusiastic codriver. But some say if Behra had driven first instead of Brooks, Moss would never have gotten so far ahead.

A Bad Start

At Le Mans, he made a bad start, pressed too hard catching up too soon (he set fastest lap), and coughed the engine, which Manney thought was a "very reliable one really".

At Reims, after a lot of horsing about with the cars, he stalled his engine on the grid due to one of RAYMOND ROCHE's bizarre starts...and this, the French GP, was supposed to be a HIS race, as Reims is a Ferrari course. He blew it up winding through the field too soon too fast. Manney thinks he actually had the quickest car.

This was the last straw, as Jean Behra had watched success slipping from his grasp and, of course, he wasn't getting any younger (38). He figured he had been given a lousy car, a point Manney disputes because Behra was Ferrari's No. 1 if anybody was. He had the special car (light frame as F2).

Came the shouting match with Tavoni, who used to clerk in a laundry (and many think he should go back)... Behra, short and rather tough; Tavoni, tall and thin.

So he quit...or was fired. Ferrari issued a statement that Jeannot had the utmost confidence, etc., in his team manager.

So at Clermont Ferrand, Behra is leading a sort of twobit race in his Porsche, and stops practically at the end because of strange noises.

At Avus in Berlin, under the eyes of his former Ferrari and BRM teammates, he is running in a curtain-raiser sports car race on Saturday. He is running third to VON TRIPS and BONNIER, neither one of whom is half the driver Behra was.

Porsche Crash

So he goes flying into the rain-soaked brick north banking at 110 mph, fishtails, spins several times (uphill, no less), is thrown out when the Porsche hits the rim of the bank and breaks in two.

Jean Behra, the fighting Frenchman who had won with Fangio at Sebring in '57 and whom many thought would succeed the champion, grasps frantically for something as he soars in space. He smashes into the flagpole (Continued on Page 6)



SEAFAIR VICTOR---Low Florence, Olympia, Wash., with his wife after winning SCCA Northwest Seafair 25-lap main event in 3.5 Ferrari. Race was held at Shelton Airport, Wash. (Photo by Gene Simon)

SEAFAIR RACE CHARTS

NORTHWEST REGION
Shelton, Wash.
Course--3.2 Miles
Aug. 1-2, 1959

RACE 1 -- Under 1500cc Modified-20
laps - Time: 39:27.

Pos.	Driver	Car	Class	Pos.
1	Pete Lovely	MK XV Lotus	1 F	
2	Paul Nau	MK XV Lotus	2 F	
3	Jim Lowe	MK X1 Lotus	1 G	
4	Ron Lee	MK X1 Lotus	2 G	
5	Bill Hofius	Porsche	3 F	
6	Roy Sender	MK X1 Lotus	3 G	
7	Ralph Ormsbee	MK IX Lotus	4 F	
8	Jerry Fleming	MK X1 Lotus	4 G	
9	Harry Eyerly	Crosley Spc	1 H	
10	Harry Jones	Lotus Cros.	2 H	
11	Clint Sands	Cooper	5 G	
12	Henry Keopke	Giour	3 H	

DNF: Bert Chambers, Bill Toews, Art Snyder, Tom Meehan, Percy Hernandez, Bill Wille, Don Rushlight, Wade Carter.

RACE 2 -- Over 1600 Production - 15
laps - Time: 30:11

1	Tom Luce	Corvette	1 B
2	Tad Davies	Corvette	2 B
3	Larry Eave	Corvette	3 B
4	Ray Rairdon	MB 300SL	1 C
5	Dave Troler	MB 300SL	2 C
6	Dean Mears	MB 300SL	3 C
7	Bob Yeckel	Porsche	1 D
8	Roger Holman	MB 300SL	4 C
9	Doc Clauson	AC Bristol	2 D
10	Ken Miller	AC Bristol	3 D
11	Bob Goodfellow	Jag. XK 140	5 C
12	Bob Kongelbak	Corvette	4 B

DNF: Dean Geddes, Bob Byrd, Bill Fleehart, Charlie Parsons, Red Faros, Ralph Likins, Al Doyan, Roger Molt, Jim Hughbanks, Donn Bertsch.

RACE 3 -- Class E Production - 15
laps - Time: 32:45

1	Jack Dalton	MGA (DOC)	1 E
2	Curt Berreman	AH	2 E
3	Dick Leighton	AH	3 E
4	Dave Tatom	TR-3	4 E
5	LeRoy Thomas	TR-3	5 E
6	Glenn Hull	AH	6 E
7	R.W. Kasnor	TR-3	7 E
8	Jack Murray	Morgan	8 E
9	Ken Van Dyke	AH	9 E
10	Dean Beckley	TR-3	10 E
11	Terry Nilsson	AH	11 E

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Florence On Top at Seafair

SHELTON, Wash., Aug. 2--Ferraris took the first three places in the highly-successful Seafair races staged over a tremendously fast 3.2-mile airport course here today.

Winner of the 25-lap, 80-mile feature was Low Florence, Olympia, Wash., who averaged 98mph over the seven-turn circuit. He powered a 3.5 and took class C.

Following and also class winners were: George Keck, 3.0, D; Gordie Glycer, 2.0, E.

Don Jensen, Pontiac Spl., led for 14 laps but ran into ignition trouble. Tom Carstens, Lister-Corvette, took over, only to give way later to Florence.

(Complete charts of all races appear elsewhere on this page.)

RACE 5 -- Class H and I Production -
12 laps - Time: 27:00.

1	Jay Brown	AH Sprite	1 H
2	Paul Jaremko	AH Sprite	2 H
3	Mike Eyerly	AH Sprite	3 H
4	Alex Reid	AH Sprite	4 H
5	John Antons	AH Sprite	5 H
6	Sherill Smith	Sprite	6 H
7	Gordon Austin	AH Sprite	7 H
8	Dwight Goffinet	Fiat Ab. zag	8 H
9	Bill Wood	AH Sprite	9 H
10	Jim Warsinske	Fiat Ab. zag	10 H
11	Jerry Scollard	AH Sprite	11 H
12	James Smith	AH Sprite	12 H
13	Vern Parks	AH Sprite	13 H
14	Bob Coppock	Berkeley	1 I

DNF: Robin Cooke, Pete Carlson.

RACE 6 -- Over 1500 Modified 25
laps - Time: 49:00 - Avg.
98 mph.

1	Low Florence	Ferrari 3.5	1 C
2	George Keck	Ferrari 3.0	1 D
3	Gordie Glycer	Ferrari 1.9	1 E
4	Dr. Frank Becker	Ferrari 1.9	2 E
5	Don Jensen	Pontiac Sp.	1 B
6	Geo. Grienswitch	Porsche	3 E
7	Jack Nethercutt	Ferrari 2.5	2 D
8	Jim Rattenbury	D Jaguar	2 C
9	Stanley Burnett	Ford Sp.	3 C
10	Jerry Grant	Chry. Kurtis	2 B
11	Laird McKee	Special	4 E

DNF: Paul Nau, ran out of gas; Pete Lovely, ignition; Lou Skala, Hank Tubman, Ron Lee, Tom Carstens, radiator.

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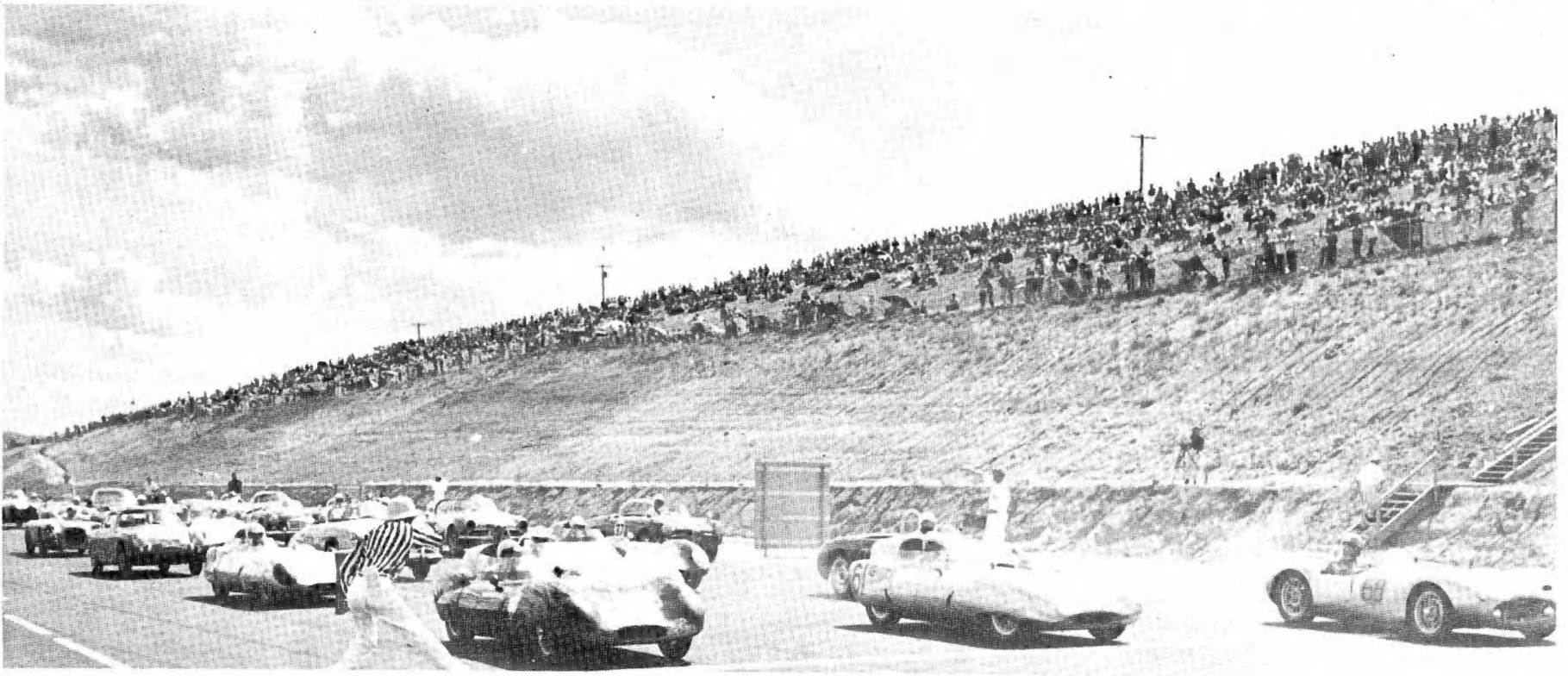
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FIELD OF 40 cars roars off as starter's flag drops at inaugural of Continental Divide Raceways near Castle Rock, Colo., Aug. 8-9. Portion of the huge spectator slope,

from which the entire 2.8-mile road course can be seen, is shown here.



BILL QUINN, center, of Grand Prix Records, interviews Phil Hill, right, after a European road race. Interview will be on the 1959 Monaco Grand Prix album. Sound engineer holds mike. (Photo by The Motor)



SAN FRANCISCO NEWSLETTER

Dear Gus

By TOM WILSON

SMART PROMOTERS PICK
HOT WEATHER DATES

Dear Gus:

With the hot weather at its peak, it is time for the professional race promotions to come to life.

When most of the public is thinking of a cool lake or a mountain stream, the road race promoter is plotting ways and means of luring fans to a hot, barren road race course. It must be the heat that gives those guys delusions that they are the reincarnation of P. T. Barnum.

To make the plot complete, they pick the two hottest courses in the west, Vaca Valley and Riverside. It all fits into the scheme of doing it the hard way.

Jim Lowe, regional executive of the San Francisco region of SCCA, has a slightly different view on this pro deal, with the amateur clubs furnishing the bonded serfs to make it all possible. Lowe has issued an edict that he feels that the pro promoters, at Vaca Valley, should pay the course officials for their services, if they should happen to be members of the race committee of the S.F. region. Assuming that there is no charity involved, he feels that their services are worthy of a fit fee.

If the promoters do not use skilled and trained officials, the competitors are facing an assumed risk that will hardly be worth the pittance involved.

Nightmare

The L. A. region of SCCA publicized both a national and a PCC sanction for their races at Riverside. There seemed to be some confusion since the classification of cars for these two deals have considerable variation. The Pacific Coast regions adopted

the S. F. classification for their championship races but the national races are still run under the old system of pitting a GT Carrera against an MGA, or a Corvette taking on an XK Jag. The Veloces should have no trouble with a TD.

This was a scorer's nightmare and the solution will do credit to a Socrates.

The Colorado region has put on a combined national and middle west championship race at Buckley Field recently. It drew several cars from the Pacific Coast and many from all the mid-west regions. It all proves that the boys will travel a long way for a good race, especially if it has been well publicized and the race committee seems to know the score.

In spite of the moans and groans about the high cost of racing, the racing fraternity will go to any bounds to compete, if they think that it is a good deal. Thirty-two cars were trailed 1500 miles for the Salt Lake races, from the S. F. region. Several others came up from L. A., a greater distance. It was all because the drivers had always been given a fair shake at Salt Lake and also a few PCC points were dangled in front of their eyes.

Now, Gus, don't let anyone talk you into a piece of those pro races; remember they killed that deal once, before the amateurs were given thought of and now they want to get back on the gravy train. After working at it for over 10 years, the amateurs managed to come up with a few Pebble Beach and Laguna Seca spectacles and the pros suddenly decided that they had missed the boat. Of course you've also heard of midgets, hardtops and the sprint races? By the way, whatever became of them?

With best regards,
tom wilson



FEATURE RACE at new Rocky Mountain course was won by Bob Donner, Jr., Colorado Springs (inset). He is shown getting check-

ered flag after averaging 70.3 mph in Porsche RSK.

Triple for Donner

CASTLE ROCK, Colo., Aug. 9—Up-and-coming Bob Donner, of Colorado Springs, averaged 69.39mph in his Porsche RSK to win the 20-lap, 56-mile feature that marked the opening of Continental Divide Raceways. The crowd was 8000, 4000 yesterday.

Don Berlin, Porsche RS, was second, nine seconds back. Tom Newcomer, Lotus Mk. XI, was third. Donner also won an eight-lapper today and another yesterday for a triple. Today, the RSK ran with the engine from Donner's Carrera.

Other race winners: Norm Miller, Porsche 1600; Mike Collins, Porsche Carrera; Don

Berlin, Porsche RS; Tom Newcomer, Lotus Mk. XI; Bob Betts, Alfa Super Spyder; Patsy Randall, Alfa Romeo.

Yesterday, a flagman, Bob Ramsey, was injured when he was sideswiped by a Cooper Bristol driven by Roy Winkelmann. The inaugural meet was staged by the Denver Sports Car club.

GAL DRIVER WINS

THOMPSON, Conn., Aug. 16—Denise McCluggage, of New York, foremost woman sports car driver in the nation, drove her Porsche RS at an average speed of 65.2 mph to win the feature race here today. A close second was Gordon MacKenzie, C Jaguar.

Miss McCluggage's win marked the first time a woman won the feature race over this two-mile course.

Other race winners: Charles Rainville, Alfa; N. de St. Croix, MGA; Eric Elfstrom, Volvo, and Tom Kerr, Corvette.

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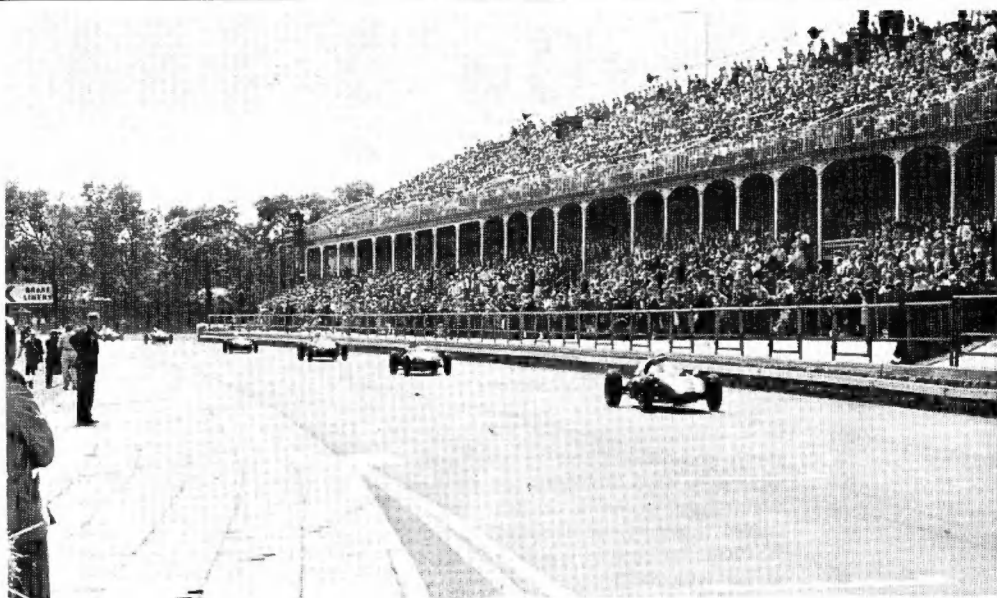
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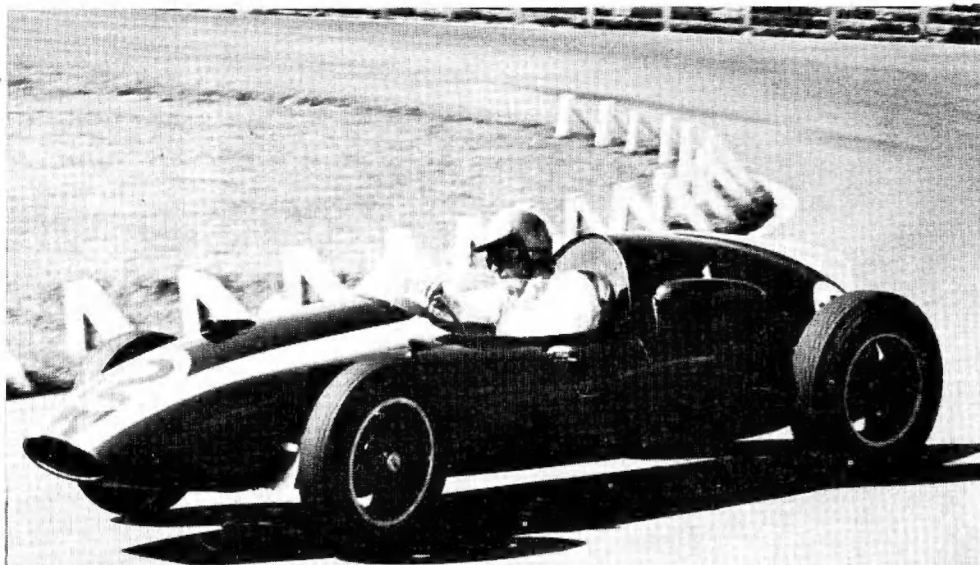
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1959 BRITISH GRAND PRIX---Here, at Aintree, England, the field is shown on the first lap against the background of the horse racing grandstands. The Grand National steeplechase for hayburners is held here. Rounding Tatts into the home straight, Bruce McLaren (Cooper) leads Graham Hill (Lotus), Carroll Shelby (Aston Martin), Alan Stacey (Lotus) and two



Coopers. At right is Australia's Jack Brabham, in a works Cooper, the winner who led from start to finish. He rounds the turn in a characteristic attitude. (MOTORACING photos by Henry N. Manney III)

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

Eastern Hot Dogs

Although the USAC drivers haven't done any too well in West Coast sports car races, we tend to excuse them due to the poor cars they have had to drive and their inexperience at sports car racing, albeit they were intolerably smug before they got waxed, to a man, at Riverside last fall.

But how about the eastern sporty car hot dogs who win all the races back there, then come out west to show we rubes how to drive, hey, how about that? The only one who ever amounted to anything was John Fitch, if memory serves.

Gentleman Jim Kimberly, who impressed many as being misnamed, was national high-point man the year he had the only Ferrari in the country, but when he showed up at March Field, with two Ferraris yet, Bob Drake drove circles around him in a TR-2. Even when Kimberly hopped into the big 4.9, Drake took him on every corner.

Then there was Paul O'Shea, another national high-point man, who showed up with Momo and two 300SL roadsters. Way back, dad, way back. When he showed at Pomona with a hot Sadler Special, he lasted five laps. At the last Riverside, in another Sadler, he didn't even make it through practice.

Even Phil Hill, more or less an honorary westerner these days, has lost his winning ways on the courses out here. At that rainy Pomona a few years back he spun the Ferrari thrice in the same event and pulled out saying, "I'm tired of making an ass of myself." Then, at Riverside, he didn't finish.

Recently we had Jim Jeffords, this year's national hot dog. After Bob Bondurant had taken the lead early in the Corvette race, and was gaining 4 seconds a lap, the race was stopped with two laps to

go. In a flurry of protests and counter-protests, Jeffords shouted that had the race finished, he would have caught Bondurant.

As one bystander commented, "You're just lucky that Andy Porterfield wasn't driving. He would have lapped you."

Sunday, driving the Scarab, Jeffords just plain gave up after Pedro Rodriguez passed him early in the race. He wasn't even able to stop Pedro by deliberately blocking him.

So what's with these eastern hot dogs who claim to be champions? Don't they have any competition back there? Why, even Lance Reventlow has managed to beat them on their own courses, and now Rodger Ward has done it with a dirt track midget, for crying out loud.

Good grief!

Other Side Of It

We haven't seen the letters ourself, but Flavio St. Germain tells us that there have been quite a few lately claiming that Slightly Modified is not about racing and therefore should be tossed out of the paper. We can only repeat our statement of a year or so ago, that this paper is both about motor racing, or, more broadly, motor competition, and about the people who make up the sport.

There are articles all over the place about races and such. These races only take up a small percentage of the sports car scene. What we like to write about in this column is the 99% of the time when drivers, mechanics and fans are not racing, but are talking, drinking, fighting and seducing each other's wives, husbands and friends.

If you do like the column, write a note to Gus and tell him so. We've already written half a dozen. No kidding, send a post card. Flood the beggar with them.

British GP To Brabham In Cooper

BY HENRY N. MANNEY III
Motoracing Staff Writer

AINTREE, England, July 18—In the alien setting, for a motor race, of a horse track set in miles of red-brick row houses at the venue of charming, old-world (ugh) Liverpool, the 1959 running of the British Grand Prix proved to be a runaway victory for Australia's Jack Brabham in a works Cooper. Leading from start to finish, he easily staved off a determined challenge by Stirling Moss in the light green British Racing Partnership BRM, who in turn barely escaped the clutches of McLaren and his Cooper.

The Ferraris didn't show, allegedly due to a metal-workers' strike in Italy, but more likely to an insufficiency of starting money. It is unlikely that the final result would have been any different if they had. The only other serious challenger, on paper, that is, of Tony Brooks' Vanwall, went out in the early stages of the race from brake and ignition bothers.

Practice results provided the interesting spectacle of Moss on the third row of the grid, and Brooks on the seventh, back among the Lotuses, Cooper-Borgwards and such, the front row being occupied by the confident Brabham, Salvadori's Aston-Martin, and 'Arree Schell's BRM.

Lots Of Coopers

The Coopers were as thick as flies, Gregory and Trintignant being just behind and McLaren sharing the third rank with Shelby (Aston) and Moss.

At flagfall, the saturnine Australian made one of his usual good starts, leading the howling mob by at least a foot into the first right-hander, situated pic-



HONORED---Eleanor von Neumann, left, and the three who drove Ferraris for her at recent Riverside race---Pedro Rodriguez, Josie von Neumann and Richie Ginther, winner in 4.1. They were honored with Achievement Award plaques presented by Bill Loadvine at new Motor Sport Bar, Encino. Other photo, Page 1. (Photo by Lester Mehamkin)

turesquely hard by a set of fuming factory stacks. However, as Brabham led everybody past the stands on the first lap, both the Astons were seen to be making odd signs to their pits and sure enough first Shelby, then Salvadori pitted to report that oil was being blown back at them from some unknown source, but as nothing serious happened to them for some time one can only assume that it was from the breather.

However, this put two possible strong competitors sadly behind, and five laps saw a solid green line of BRMs and Coopers occupying the first seven places, the first of the continental opposition, Hans Herrmann, in the Centro-Sud Cooper-Maserati, lay 16th, and Brooks was only 13th, a position from which he retired with thanks before 15 laps had elapsed.

Meanwhile, back at the ranch the ebullient Moss had insinuated his BRM up from sixth to second and was gradually setting out to catch the flying Brabham, who had already broken the lap record

(Continued on Page 7)

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CANADA ENDURO—Jeff Pilcher of O'Keefe Brewing Co. presents O'Keefe trophy to Harry Blanchard, of Greenwich, Conn. He and Rodger Pensky drove Porsche RSK to victory in six-hour race at Harewood Acres, Ontario, Canada.

Canada Enduro to Porsche

ONTARIO, Canada, July 25—Sleek, silver Porsches with American drivers captured three of the first five positions in Canada's first day-and-night race here at Harewood Acres.

The gruelling six-hour race for the O'Keefe Sundown was won by Harry Blanchard, Greenwich, Conn., and Rodger Pensky, Allentown, Pa., driving their RSK at an average of 79 mph.

Second was the Chevrolet-engined Ferrari driven by Rich Leyth, Detroit, and Max Goldman, Ann Arbor, Mich. Third was a Porsche Spyder driven by Millard Ripley and Jack Paveling, Ithaca, N. Y.

The winner completed 234 laps on the 1.9-mile course, while the second car completed three less, and the third finished 225 laps.

Wheeling in fourth was Canadian driver Ray Carter of Hamilton in his Jaguar XK SS.

The race was sponsored by the O'Keefe Brewing Co., and organized by the North Toronto Motorsports Club.

Of the 45 cars started, 24 finished.

A sedan race was won by E. Leavens, Jaguar 3.4. Other class winners: G. Ross, Volvo PV544; H. Trotter, Saab 93-B; H. Teubler, DKW F93.



WINNERS—Mel and Juanita De Loof, Manhattan Beach, Calif., were winners of LA SCCA El Camino Real national rally in Jaguar XK 140. Other photo, Page 1. (Photo by Sam Caldwell)

VIGNETTES

(Continued from Page 3)
and dies of a broken back and head and neck injuries.
It is a sad story, indeed. "I just don't think he gave a damn," says Manney, "as where could he go after Ferrari in first-class racing?"

Jean Behra will be missed because he had lots of color and personality—and he could be very charming. But all he wanted to do was win. And winning takes the breaks. And Jean Behra didn't have them.

That night, at the Clermont Ferrand (France) Hospital, another great loss—IVOR BUEB, the famous British Le Mans driver and a tremendous character, from injuries suffered the week before. As H. Manney says, "The nice fellows are getting thin on the around."

\$10,000 LOSS
Signs of the times (?): That report of 914 paid at the recent Riverside LA SCCA national wasn't far off; just add about 50 more fans to that figure. There were less than 6000 paid for the big USAC \$10,000 pro race (huge hooligan horde sneaked in through a broken gate)... Folded: LA SCCA Regional Ramblings... Says the Cal Club, which had close to a \$10,000 net loss for 1958: "...the trend of 1958 regarding financial conditions cannot continue...some change in the financial structure of sports car racing is necessary if sports car clubs like ours are to survive as healthy, solvent, race-sponsoring organizations."

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Rally 'Round

With Duane Sparks

(Continued from Page 1)

Leaving from the Apple Valley Inn early Saturday morning, the contestants progressed to a breakfast stop in Big Bear, then to a luncheon break in San Juan Capistrano and on to San Diego's Town and Country Inn for the night. Sunday, they enjoyed, in addition to the rally itself, a visit to historic San Rey mission near Pala, and arrived in mid-afternoon after a rousing thunderstorm in the mountains to bask in air-conditioned comfort at Howard Manor in Palm Springs where the victory dinner was held.

Small Entry

The only disappointing element in an otherwise perfect event was the small number of contestants participating. It is most unfortunate that with an event of this caliber in our own back yard more of the active rallyists did not take advantage of the chance to compete.

The combined factors of a very early start many miles from the metropolitan area, the high rally fee (\$15), and the high expense of accommodations for two or three nights, to say nothing of the frightening prospect of contemplating Palm Springs in August, all kept the field to a minimum.

There is another factor that is apparently gradually decreasing attendance at rallies in general. There has been a considerable amount of discussion among enthusiasts recently concerning the relative merits of difficult rallies versus easy rallies. The rallymaster of a championship event today is faced with an insur-

mountable problem. Shall he make the rally difficult enough to constitute a challenge to the proficient rallyist and thus try to uphold and improve the caliber of this type event, or shall he make it simple, straight-forward with no problems so that the contestant can enjoy the scenery and be assured of finishing the event with practically no error, thus determining the winners by the flick of a watch-readers eyelash?

This state of affairs has developed within the past year when those who follow the sport regularly have improved their techniques to such a point that rallies must continually be tougher to solve in order to maintain their interest. At the same time, new people entering this type of competition are easily discouraged, and either confine their activities to the gimmick type or give up entirely. The problem is to plan a rally which will appeal to all, and thus to encourage the growth of the sport.

I believe the folks in the San Francisco area have taken a long step in the right direction — breaking the contestants into groups, i.e. novices, seniors and experts. They all run the same course through the same checkpoints but with different sets of instructions. Experts receive instructions which contain every diabolical scheme the rallymaster can dream up to confuse and confound them. Seniors receive instructions containing enough speed changes and route directions to keep them busy, but in general do not have to contend with other complicating factors, while the novices get little more than a tour of the course with just enough problems to teach them the basic theories of competition they will encounter when they elect to step up in class. This makes for more work on the part of the organizers but with each class competing for its own trophies it certainly keeps the contestants happy.

Various Rally Results

SCCA — LOS ANGELES REGION

El Camino Real National Rally
August 8 & 9, 1959

JOE BECHTEL — RALLYMASTER

POSITION	DRIVER & HOMETOWN	NAVIGATOR & HOMETOWN	CAR	SECS. ERROR
1	Juanita DeLoof Manhattan Beach, Cal.	Mel DeLoof	Jag. XK-140	56
2	W.E. "Slim" Larned West Los Angeles	Art Knox Manhattan Beach, Cal.	Corvette	71
3	Enid Wetherill San Diego	Clarence Wetherill	A-H 100-6	133
4	Clark Moore Pasadena	Jean Moore	VW Ghia Conv.	135
5	Gene Hammond San Anselmo, Cal.	Doris Hammond	TR-3	137
6	Dick Ecker Alhambra, Cal.	Bill Keife Whittier, Cal.	Corvette	139
7	Walt Scholl Hermosa Beach, Cal.	Muriel Scholl	Austin Healey	157
8	Robert H. Stoer La Crescenta, Cal.	Gladys B. Stoer	VW Ghia	188
9	Rowena J. Lantz Vallejo, Cal.	Dillon B. Lantz	Porsche Ope.	291
10	Tracey Bird Tucson, Ariz.	Kay Bird	Porsche Spdstr	320
11	Robert Osbahr Tucson, Ariz.	Arthur F. Dorner Tucson, Ariz.	Corvette	388
12	Zineta F. Hubbard Tucson, Ariz.	Clay R. Hubbard	Porsche	490
13	Peggy Cooley Fresno, Cal.	Fred E. Cooley	Corvette	631
14	Jeannette Baxter New York	Sid Kampel New York	Stude Hawk	664
15	Donald P. Doll Webster Groves, Mo.	Ida Mae Doll	Porsche	1085
16	Edgar T. Albaugh San Diego	Connie Albaugh	TR-3	1132
17	George H. Clever, Jr. San Francisco	John R. Clever Lompoc, Cal.	Porsche	1155
18	Robert H. Greer San Diego	Art Hansen San Diego	Austin Healey 1722	
19	Reno Lawrence Santa Monica, Dal.	Evvie Vogler Topanga, Cal.	Austin Healey 1784	
DNF	Harry C. Gebhart Palos Verdes, Cal.	Dick Joslin Los Angeles	MG-A	
MCP	Elisabeth B. Peters Tucson, Ariz.	William Y. Peters	Porsche	

SAN FRANCISCO ROC GOLDEN GATE AUGUST 2 DAVE SCHEYER RALLYMASTER 45 CARS

POS.	DRIVER	NAVIGATOR	CLASS	CLUB	CAR	ERROR
1.	Duane Sparks	Larry Harris	Expert	SMPCA	2-Bird	26:28
2.	Bugh James	Don Powell	Expert	NEAT	TR-3	29:15
3.	Lloyd Johnson	Ted Sparks	Expert	Triangles	Porsche	37:07
1.	Phyllis Banks	Homer Banks	Senior	Clock/Dial	VW	1:24
2.	John Quinsy	Bill Taylor	Senior	Clock/Dial	TR-3	2:22
3.	Steve Mandini	Bill Johnson	Senior	SCGCC	A-2	3:29
1.	Doris Hunt	Ray Hunt	Novice			4:03
2.	Leo Lichten	John Laflor	Novice			12:22
3.	Raul Rupert	Ron Markson	Novice			12:55

Don Hutelin, active in the sports car movement while he was in the Army in Hawaii, has gone into the sports car accessories business in Atlanta, Ga. Ben

Douglas is partner the personable Hutelin, who reports a tremendous surge in sports cars in and around Atlanta.

Rallies

AUGUST

- 22-23-- SCCA NEW ENGLAND REGION BERKSHIRE MOUNTAIN RALLY National Championship, South Lee, Mass.
- 22-23-- Fresno Sport Car Club NIGHT WATCH RALLY NSCC Championship 12 hr. nav. 9:00P.M. \$5.00 Palm and Shaw, Fresno. Mrs. W. D. Woodson 5524 Ashcroft Ave. Fresno
- 23----- San Diego SCC EXCISE MY MUST nav. \$2.00 San Diego.
- 23----- Lockheed SCC HI-N-DRI nav. 4 hrs. 8:00 A.M. LMSD parking lot Dick Bruce PO 5-8637
- 22----- STELASC RALLY TO THE BEACH 9:00 A.M. \$2.00 3 1/2 hr. nav. Paula Larsen, rallymistress Arbor Vitas & Bellanca, Ingwood
- 23----- Tyrants Car Club Reliability run Terrace City Hall 12 noon, \$3.00 huge trophies
- 30----- Jaguar Automobile Club of San Diego Concours d'Elegance Organ Pavilion Balboa Park

SEPTEMBER

- 2-6----- Liege Rally (Rome)
- 5----- Los Viajeros Touring Club, Santa Barbara HORA DE DESCANSO IV nav. rally after races, 1 hr. Breakwater in Santa Barbara \$3.00 per person includes steak dinner
- 12----- Southwest SCC RALLYE DE NO SNAILO IV SCCSCC Championship 10 hrs. nav. 7 A.M. Imperial Hwy. & Lakewood Blvd. Downey \$6.00 Juanita DeLoof FR 9-8389
- 13----- Northrop NSCC DEL CAMINO SLALOM SCCSCC Championship Lakewood & Carson 9A.M.
- 20----- Rallymasters SCRATCH ONE SCCSCC Open nav. rally 9 A.M. Hody's Sepulveda & Ventura 3 1/2 hrs. nav. \$5.50 Jan Woodward FR 2-2251
- 27----- Santa Monica PCCA HAIRPIN HASSLE II SCCSCC Open nav. rally presented by the distaffs.
- 27----- W O W (San Diego) SPINNING WHEELS RALLY

IN THE NEWS

(Continued from Page 1)
At Monza, Italy, Philip Green, British driver, was killed when his car swerved off a curve.

Mickey Thompson drove a custom-made, four-engined Challenger 173 mph in a test run at Edwards Air Force Base. Miraculously there was no damage when he hit a bump at about 200 mph and sailed 60 feet through the air.

Stirling Moss, Cooper Monaco, averaged 67 mph as he won a 90 km. international sports car race at Karsakoga, Sweden.

Charles E. Stutz, designer of the pioneer Stutz Bearcat sports car of the Roaring Twenties, died in Miami at the age of 76.

Bill France hopes to have the new US compact cars compete in a sedan race at Daytona Beach next February.

The Oct. 10-11 Riverside races have received full FIA-approved international status.

George Holland reports there is a possibility the new US compact cars may be entered by GM, Ford and Chrysler in the big \$10,000 American International rally to be held Oct. 13-17.

Research grant of \$30,000 has been awarded by National Institute of Health to the worthy Snell Memorial Foundation, responsible for important helmet research work. (More on this later)

The SF SCCA national 49er rally has been cancelled—lack of experienced rally personnel to handle such an event, according to Gene Hammond.

Erv Lehr's Porsche Cooper has been sold to Al Whitley, Hayward, Calif., ex-Carrera pilot. (Continued on Back Cover)

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BRITISH G.P.

(Continued from Page 5)

once. Behind them, both the Lotuses were in trouble (Stacey's with a cracked chassis, which affected the brakes, and Graham Hill's with clutch bothers), third placeman Trintignant's Cooper lost second gear from his Colotti gearbox and dropped back, Gregory also lost a cog, Bonnier's BRM had had its throttle linkage come adrift, and New Zealander McLaren, who drives better every race, had moved up to third past Schell, who was followed (at half distance) by Trint, Gregory, Salvadori, Flockhart (BRM), Shelby, the two Lotuses, and some F2 Coopers, plus D'Orey's old Maserati.

Steadily Moss, who is still practically the best driver around regardless of what evil luck he may have, set to whittling down Brabham's lead, breaking the lap record as he did so several times, but the Cooper had also got a move on, sliding the corners on wrong lock in characteristic fashion; the times between the two leading cars went down to nine sec., eight sec., eight and a half, eight, eight and a half, eight, nine, eight and a half, nine, and Moss was trying all he knew to no avail.

Brabham Fast

Suddenly, sensation! Brabham shot by even further in the lead and the BRM swirled into its pit, had the left rear wheel changed, and rushed back into the race, holding its second place but too far behind, as it transpired, to threaten the works Cooper-Climax again.

This business of the tire change was very peculiar, as my informant from the pits claimed that the Dunlop wasn't excessively worn even with 50 of the 75 tours completed; be that as it may Schell called in shortly afterwards for the same treatment. Even more oddly, Moss pitted again on the 66th for five gallons of fuel, presumably to hold the back end down so he could attack the lap record; this he did successfully but had to split it with McLaren, who grabbed a fine tow from him on the last round to post 93.31 mph. also.

So the race ran out: Brabham, who looks like being the next world champion, winning comfortably at 89.88 mph, followed by Moss, McLaren, Schell (BRM), Trintignant (Walker-Cooper), a dented Salvadori (Aston), an overheated Gregory (Cooper), Stacey (Lotus), Hill (Lotus), Bristow's F2 Cooper-Borgward, (83.14 mph), Taylor, Ashdown and Bueb (Coopers), the unlucky Shelby blowing a piston with five laps to go.

RACE CALENDAR

SEPTEMBER

- 5-----Tourist Trophy, Goodwood, England.
- 5- 6---CSCC races, Santa Barbara, Calif.
- 5- 6---USAC Meadowdale races, Carpentersville, Ill.
- 5- 6---SCCA Red River region races, Mansfield, La.
- 5- 6---SCCA Central Florida region races, Daytona Beach.
- 5- 6---SCCA Alabama region races, Tuskegee, Ala.
- 5- 7---SCCA New England region national races, Thompson, Conn.
- 5- 7---SCCA Hawaii region races, Honolulu.
- 6-----ICNSCC races, Deer Park Airport, Spokane, Wash.
- 12-13---SCCA New York region races, Bridgehampton, N. Y.
- 12-13---SCCA Chicago region national races, Elkhart Lake, Wisc.
- 13-----Grand Prix of Italy, Monza.
- 13-----SCCA Northwest region races, Shelton, Wash.
- 19-20---SCCA LA region races, Del Mar, Calif.
- 19-20---SCCA SF region and USAC \$5000 race, Vacaville, Calif.
- 20-----ICNSCC races, Westwood, Vancouver, B. C., Canada.
- 25-26---SCCA Glen region national races, Watkins Glen.

(Note: Some of these dates are reserved and are not final)

GERMAN G.P.

(Continued from Page 1)

In the front row were Brooks and Dan Gurney (Ferraris) sandwiching Moss and Brabham (Coopers), while directly behind were Gregory (Cooper), Bonnier (BRM), and Phil Hill (Ferrari), followed by the other BRMs, assorted Coopers, and Allison's Ferrari which had got in when von Trips' Porsche was withdrawn because of Behra's accident.

The race was run in two heats, best average time to count, probably to avoid serious tire problems.

As they came back down the return road after the start, the peculiar nasal drone of the Maranello cars predominated overall. When the pack swooped up on the bank, however, following Brooks closely was the thin green line of Gregory, Moss, Brabham, and Bonnier before the Ferraris of Gurney and Hill were to be seen. However, the black-helmeted Gurney pulled it out on the next lap, picking up four positions in one fell swoop, in this aided somewhat by the sudden disappearance of the unlucky Moss who had his gearbox mainshaft break on him. Hill, seemingly pulling a higher rear end than the others as anchor man, worked up more slowly, holding fourth most of the heat.

Gregory v. Ferrari

The interest revolved about the ferocious scrap going on between Gregory and the two Ferraris; they would tow him down the straights at a tremendous speed and then he would use his momentum off the banking to try to fly by, actually succeeding two or three times to lead the race.

Behind this tight little bunch raced Brabham (until his clutch gave up at half distance), Hill, and after an ever-increasing gap, a green crocodile consisting of Bonnier and Schell's BRMs, McLaren and Trintignant's Coopers, and Herrmann's ex-Moss light green BRM, followed at a respectful distance by Burgess' Cooper-Maserati. The two Lotuses (clutch) and Allison's Ferrari (oil) were soon out.

Shortly after the leading bunch lapped the BRM-Cooper bloc, Masten's engine rebelled at being towed over redline for miles at a stretch and blew up in a big way. Naturally this removed the last real interest from the heat, allowing the Ferraris to canter home one-two-three (Brooks - Gurney - Hill), with McLaren, Schell, Trintignant, Bonnier, Herrmann, and Burgess in that order behind.

After a half-hour intermission, the second 30-lap bash started, which was illuminated in the first few laps by the efforts of Bonnier and McLaren to stay with the boys; the New Zealander's clutch cried enough after five tours, however, and the bearded Swede dropped three places bing! just like that, to go back and play with Trintignant. They carved each other up, ignoring the Ferraris hippodroming in front of them (the average of the second heat was 10 kph slower than the first) until Bonnier oiled a plug and had to pit. Schell, meanwhile, was in trouble with a slipping clutch but eventually pushed over the line to finish; more successful, nevertheless, than stablemate Herrmann who cartwheeled his BRM spectacularly at the South-curve and walked away from it!

Terrific Speed

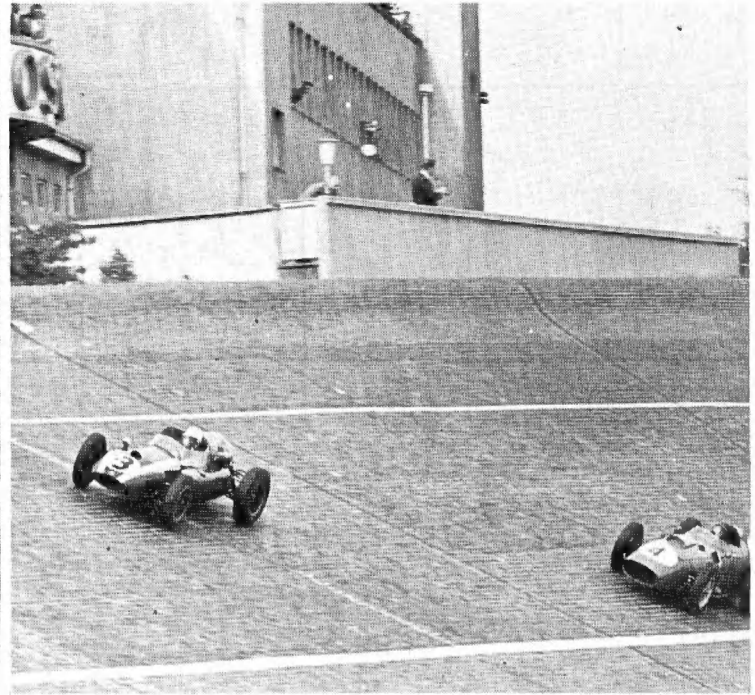
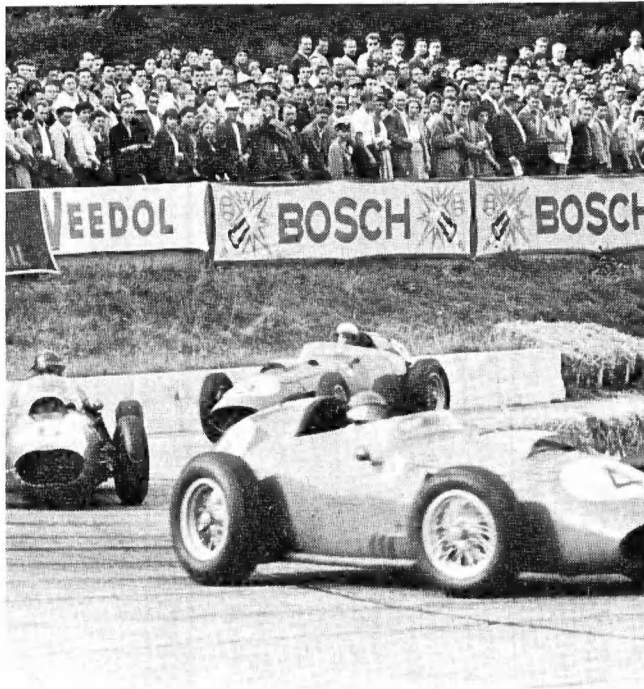
And so the race ran out to the plaudits of the crowd, popular and unassuming Tony Brooks proving the winner at an average speed of 231.1 kph., tagged by Hill and Gurney this time. Fastest lap also to him, in the first heat, of 240.kph., which is far too quick for me. Following were Gurney, Phil Hill, Trintignant (Cooper), one lap behind; Bonnier (BRM), two laps; Burgess (Cooper-Maserati), four laps, and Schell (BRM), 12 laps. Brooks averaged 140.967 mph for the first heat, 134.881 mph for the second heat.

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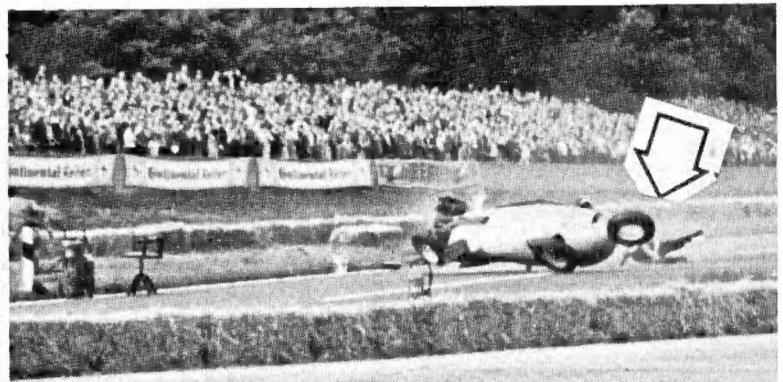
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NEWS- TIME VALUE



FERRARI MIGHT---Tony Brooks, the 27-year-old Manchester dentist from Great Britain, shows the neat road around south turn on AVUS (Berlin) course in German GP. Following are Dan Gurney (6) and Phil Hill---and that's just the way the three Ferraris finished

for the combined two 30-lap heats into which the race was split. At right, Masten Gregory, Cooper (3), temporarily leads Brooks, having dodged out of the winner's 140 mph slipstreaming draft. Other photo, Page 1. (MOTORACING photos by Henry N. Manney III)



BEHRA'S LAST LAP---This is second lap of sports car race that preceded German GP and in which Jean Behra was killed. Behra's Porsche goes wide on the outside, with Wolfgang von Trips and Joakim Bonnier on inside. He killed himself on this lap at the other end of the dangerous course. (MOTORACING photo by Henry N. Manney III)

HE OVERDID IT---BRM of German Hans Herrmann flips in German GP after going out of control and slashing into haybales. Car burst into flames. Miraculously, Herrmann escaped with slight burns. Driver (arrow) can be seen on ground watching hurtling racer. Note flying wheel. (MOTORACING photo by Henry N. Manney III)

IN THE NEWS

(Continued from Page 6)

Al Dean of Dean Van Lines is negotiating with Eric Hauser and may sponsor famed Old Yeller, now powered by a 352-in. Corvette mill and transmission built by Jim Larkin. The Chevy engine was put in George Buchanan's OSCA, to be driven by Joe Playan.

Al, Kitty and Geri Fleming took off soon for a three-months' sojourn in Europe.

INSPECTION FOR SPRITE WHEELS

Cal Club reports Healey Sprite wheel failures were due to overtightening lug bolts.

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